

Hongkong Daily Press.

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INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

CLOSED

HONGKONG DISPENSARY
SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the FAR EAST.

Orders will be received as usual.

A. S. WATSON & CO.
LIMITED,

AERATED WATER MANUFACTURERS

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

DEATH.

On the 20th May, 1901, R. M. MEHTA, aged 42 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 21st May, 1901

Among the points which we have not noticed already in the Report of the China Association is the section dealing with the Russian claim to a Concession at Tientsin. As this question still remains unsettled, it is worth while to quote a few pertinent sentences from the Report. Pointing out that Russia has made her claim to a Concession on the north bank of the Peiho, based at first on "right of conquest," more plausible by production of an agreement signed by Li Hung-chang, the Report alludes to the disavowal with which the claim is viewed at Tientsin on other grounds. "No objection," it continues, "would be offered or felt to the 'Russians marking out a Settlement in line' with the others. The objection is to their 'location on the opposite bank. The erection of wharves or landing-stages opposite the British Bund would, it is alleged, 'narrow the fairway as to block the river. 'Parts of the foreshore are already in the possession of British firms, which fear to find themselves hampered in various ways; and control of access to the railway station would be practically in Russian hands. 'Russian trade at Tientsin is too small to afford any justification for the occupation of an area exceeding that of all the other 'Foreign Concessions put together—an area, moreover, which owes its value chiefly to the commerce which has been built up 'by others on the opposite bank.'"

The general question of the Russian Concession at Tientsin seems to have been decided in a practical way by the rush of other Powers for concessions and expansions of previous areas. It seems reasonable to expect, however, that some arrangement will be made as to the fairway of the Peiho, for it is obviously detrimental to the interests of all that this should be further blocked. As to the outcome of the dispute between the railway authorities and the Russians over the strip of land on which the former endeavoured to construct a siding, no well authenticated news is to hand indicating a speedy settlement by Count von Waldersleben. The New Press of Shanghai, indeed, publishes a telegram professing to give the decision arrived at. It is dated London, 13th May, and states

that the decision has been given and that it has been held that Russia is entitled to have a Concession at Tientsin, and that, pending the settlement of her claim to the particular piece of land on which the dispute arose, the British ought not to attempt any such decisive action as they did. It is therefore ruled, continues the telegram, that an apology is due from the British to the Russians for having made a display of armed force when the Russians stopped the railway work from proceeding. The British, moreover, are stated to have apologized for the act in question, while the main question, as to the possession of the land and the right of access and of railway facilities, is not yet settled. There has been absolutely no confirmation of this story as yet, and it is safer therefore to attach no undue weight to it. It reads very like a journalistic forecast based on a study of the past.

The U.S.S. Newark left yesterday for America.

H.M. the King has been pleased to approve of Mr. Otto Gumprecht as Consul of Germany at Hongkong.

Commander C. G. F. M. Cradock has been specially promoted to the rank of captain for services in connection with the capture of the Taku Forts, with seniority, from April 18.

The Talbot, cruiser, Captain F. G. Stopford, has been fitted with wireless telegraphy. Her departure for the China station was consequently delayed for about a fortnight.

Owing to pressure on our space we are compelled to hold over till to-morrow the second article by "Scrutator" on "The Need of Municipal Reform in Hongkong."

The return of visitors to the City Hall Library and Museum last week showed that 430 non-Chinese and 107 Chinese visited the former institution, 142 non-Chinese and 2,529 Chinese the latter.

Mr. E. C. Pontifex was admitted on the solicitors' roll of the Supreme Court yesterday, and the courts subordinate thereto. He was admitted in May, 1899, and is connected with the firm of Messrs. Johnson, Stokes and Master.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Pork Guild... .. \$90

Y. A. T. 5

The Rev. G. J. Williams, pastor of the Union Church, is leaving this week on a five weeks' holiday in Japan. He expects to be back by the last Sunday in June, and to resume his duties on the first Sunday in July. His place will be taken by the Rev. H. J. Stevens, of the London Missionary Society, Canton.

It is reported from Hankow that the tea market has already opened there without much success in any direction. The buyers, British and Russian, have all arrived there and have been disappointed because of the bad quality of tea this year. The reason given for this is that in the spring just gone by when the leaves were just coming forth there had been too much rain in the tea-districts, whilst at the time of plucking the leaves a sand-storm was experienced. Consequently, the majority of leaves became muddy and useless.

The defences of the British Legation at Peking are reported by a Peking correspondent to have been begun. "A strong wall will be built running parallel, on the north, with Stewart Road and the south wall of the Imperial City, on the west with Gaslee Road. It will be enclosed and loopholed. Without the wall will be a clear space to come at a approach. Within, the present buildings will be either utilised, where serviceable, as in the Carriage Park, or demolished if useless to make space for parade and recreation grounds."

The Shanghai New Press, commenting on the announcement of Dr. Becker of the United States geological survey, who went with the U.S. troops to the Philippines, that the "original Garden of Eden" was located somewhere in that archipelago, probably in Luzon, and on the remark of Dean Hall, of the University of Minnesota, that, "in bringing under our flag the original Garden of Eden, we shall secure a treasure beyond financial or political valuation," says:—"The New Press has good reason to know what sort of Eden the Philippines are. We have lived there, and prefer Hades. We know Dr. Becker well; he seemed comparatively sane, but appearances must have been very deceptive." But does the New Press speak from experience of both places?

A billiard match, Police v. Navy, took place on Saturday afternoon in the billiard-room at the Central Police Station, and resulted in a win for the Police, who made 850 against the Navy's 780. Six couples competed, each couple playing a game of 150 up. A smoking concert was held afterwards, and was greatly enjoyed by all present. Four members of the Welsh Fusiliers' band were present, and they, with the help of other entertainers, contributed largely to one of the most successful social evenings at the Central Station. This kind of entertainment is an entirely new departure with the police, and is very favourably viewed by the higher officials, who are not averse to the holding of monthly promenade concerts in the compound at the Station. A committee of the men has been appointed, and a meeting will be held this week to consider the matter.

The Japanese papers publish disgusting news of the spread of plague in Formosa, especially at Tainan.

Bangkok papers report the death of Mr. R. J. Kirkpatrick, who until recently held the post of Legal Adviser to Siam. Two years ago he was invalided home.

The P. & O. steamer *Paromatta* with the next English mail left Singapore on the 19th inst. at 5 p.m., and is due here on the 24th inst. about noon.

The Shanghai A. D. C. has decided to put on Captain Marshall's *His Excellency the Governor* (which Hongkong has seen interpreted by the Dallas Co.) on the 1st prox.

The figures of the foreign population of Kobe, exclusive of Chinese, reach a total of 1,085, an increase of about 40 since the end of 1899. The British residents number 519, the Germans 169, and the Americans 158.

The Nagasaki Customs authorities have imposed a fine of five yen on Captain Wettin, of the Imperial German Mail liner *Irene*, for the accidental omission from the ship's manifest of some five packages of goods.

More sentences of imprisonment, etc., have been awarded in connection with the U. S. Commissioner's scandals in the Philippines. Last week one of the accused got five years, another three, and a third one year and a \$1,000 fine.

Mr. Palanca, Chinese ex-consul at Manila, has left that port to collect subscriptions for the fund to relieve the famine in Hainan and neighbouring provinces. He goes for this object to Singapore, Siam, and (it is said) South Africa.

A Seoul telegram of the 8th inst. says that at a Cabinet meeting held there on the 6th it was decided to cancel the French loan contract. The French Minister to Seoul, it is said, will lodge a demand with the Korean Government for an indemnity of 500,000 yen owing to cancellation of the contract.

Mr. Gilmour, third officer of the *Alex*, who was sentenced at Yokohama to fifteen days' imprisonment for an assault upon a Japanese coolie, has appealed against the Court's award of expenses to the coolie during the time while he was incapacitated from work. The result of the appeal is not yet to hand.

The telegram appearing in our issue of yesterday reporting the safe arrival of H.M.S. *Woodcock* at some port on the Yangtze, apparently, unfortunately left it a matter of doubt what that port was, the name being mutilated. It is perhaps most probable that Chungking is meant. It will be remembered that H.M.S. *Woodcock* left April reached Suifu, 250 miles above Chungking. To reach Chungking would certainly be no feat.

The Chamber of Commerce at Saigon has made a stir about the restrictive laws that hamper Chinese coolie immigration there. Chinese labour is much wanted at that port, yet the local Government seeks to hamper its entrance. The result, it is said, is that the coolie emigrants from Hongkong pass by Saigon and flock to Singapore and Penang, where they have free entrance and have no vexatious and harassing formalities to go through, and no high fees to pay.

Marquis Saionji, President of the Japanese Privy Council, and Acting Premier, was appointed Premier on the 10th inst. The resignation of Marquis Ito was at the same time accepted. The Saionji Cabinet has not been formed yet; but it is understood that Count Inouye will be appointed Minister of Finance. Most of the members of the late Cabinet are expected to resume office. It is understood that Marquis Yamagata and Marquis Saionji, Count Matsugata and Count Inouye met and urged Marquis Saionji to accept the premiership.

According to a Tokyo despatch the authorities of the Formosan Government have made provision for starting a lottery to take the place of the Manila lottery which ceased to exist when the Philippines were annexed by the United States. The sanction of the Cabinet having been granted to the scheme, it is added, the Regulations are expected to be shortly published. The *Kobe Chronicle* remarks:—"It seems almost incredible that the Japanese Government, which is bound to obey the very stringent laws relating to lotteries on the mainland, can be contemplating the establishment of a lottery in Formosa."

THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 44 fresh cases of plague (40 Chinese, 2 other Asiatics, 2 Europeans) and 48 deaths (45 Chinese, 2 other Asiatics). Last week's figures were—122 cases, 113 deaths.

The two additional European cases reported since Saturday afternoon are those of Mr. and Mrs. Gonzalez, who were removed from their home at 6, Beaconsfield Arcade on Sunday. The husband has since died, we regret to learn (though his death is not included in the mortality returns issued yesterday afternoon). The deceased, Mr. Jesus Gonzalez, was a Channeler at the Spanish and Portuvian Consulates. He was 35 years of age. The funeral takes place to-day.

We learnt on enquiry at the Sanitary Board office yesterday afternoon that the other European patients in Hospital are all getting on well.

We regret to state that Mr. R. M. Mehta succumbed to the disease at Kennedytown Hospital at 3 a.m. yesterday. He was buried at the Parsani Cemetery yesterday afternoon. Deceased had been some 20 years in the Colony, and was younger brother of a barrister well known at Bombay, Mr. Firoz Mehta.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 17th May.

ARMY REFORM.

The House of Commons has adopted Mr. Brodick's resolution approving the military proposals of the Government. The House rejected Sir Henry Campbell-Bannerman's amendment that the Government proposals were unduly to the wants of the Empire, and an undue increase of armaments which might be provocative. Some of the Unionists abstained from the voting, which was on strictly party lines.

SUPREME COURT.

Monday, 20th May.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, Kt., C.M.G. (CHIEF JUSTICE)

THE VITRIOL-THROWING PROSECUTION.
George Allen was indicted under Ordinance 4 of 1865, Sec. 27, of 65, Sec. 62; and Ordinance 5 of 1865, Section 2, as follows:—

Lo Tsoi on the 14th March, 1901, at Victoria in this colony, feloniously, unlawfully, and maliciously did cast and throw upon one Francis George Reek, a certain corrosive fluid, to wit, nitric acid, with intent in so doing to do some grievous bodily harm to him, the said Francis George Reek, and that George Allen before the said felony was committed, in form aforesaid, did defend the prisoner.

The following jurors were empanelled (with two challenges), the first named as foreman:—David Gou, R. N. Hubert, A. R. Lowe, D. S. Gublay, Arthur Klein, G. G. J. Atneuroth, and H. Hohnke.

The Acting Attorney-General (Mr. Pollock K.C.) instructed by Mr. Bowley, the Crown Solicitor, prosecuted, and Mr. Francis, (instructed by Messrs. Deacon and Hastings) defended the prisoner.

Counsel for the Crown in opening detailed the facts concerning the outrage upon Mr. Reek, which have already appeared in these columns. He cited *Russell on Crimes* to show that it was not necessary to prove that the prisoner had any connection with the coolie who actually threw the vitriol. It was enough, counsel said, to show that it was done through an intermediary. The prosecutor had been employed in the Naval Yard for a period of 20 months.

Mr. Francis asked the Court to suggest to the Crown Counsel whether it was desirable to call Mr. Reek, as he was not the prosecutor. It was the Crown who had instituted the prosecution.

Counsel, continuing, said that Mr. Reek was the chief storekeeper in the Naval Yard, and it would appear that during the last 20 months Reek had had occasion some 12 times to find fault with the prisoner. The fact remained that the fault-finding had rankled in the prisoner's mind, and he employed Young Kun to commit the offence for which he stood indicted. Either on purpose or through a mistaken belief, the prisoner had obtained some grudge against Mr. Reek. Counsel then went on to refer to what took place between Mr. Hays, of the firm of Messrs. Johnson, Stokes and Master, at which the prisoner was present. He said that the firm were engaged to defend Young Kun at the last Criminal Sessions, and Mr. Allen called on Mr. Hays and made a statement which would be produced. It was dictated to a shorthand clerk at the time, and he (Mr. Pollock) would put it to the jury that the prisoner attended upon Mr. Hays, and he had taken a personal interest in the matter, and had been the moving spirit in the commission of the offence.

Evidence was then taken.
Young Kun said that prior to his conviction he had been employed for about ten years looking after the stores. It was his duty to get goods out of the store on receipt of orders. The prisoner gave him the orders. Allen was employed in the store a few years before he (witness) was, and was his immediate superior. The time prisoner first spoke to him regarding the assault upon Mr. Reek was 15th February last. He said, "Cause you got a man to strike Mr. Reek." Witness replied, "Let me see about it. I will go and look for one." Then witness went to the blacksmith's shop, and asked Ah Pui to get a man. The prisoner again spoke to him on 4th March last, and asked him if he had succeeded in getting a man. He said, "No, I am not able to get one." Witness added, "It's very hard to get a man." About half past ten on the same day prisoner said to him, "There's an easy way, and gave witness a piece of blotting paper with some writing on it in English. He told witness to go and buy some 'medicine water' and get a man to throw it on Mr. Reek. Witness then gave the paper to Cheung Yuen to buy the 'water.' The latter went to Watson's Dispensary and returned, stating there was none for sale. Subsequently he returned with some 'medicine water.' That was on the same day, and on March 5th witness found Leung Pui, who went and got Cheung Yuen. The latter refused to throw the water, and another man went and bought thirty cents' worth. On 14th March Young Pui found Lo Tsoi. He told witness that he had been at about 6 o'clock in the morning. Lo Tsoi promised them to throw the 'water' on Mr. Reek. Witness then handed over to Lo Tsoi the bottle and gave him a cent to buy a bowl. Then they all walked down to the Praya. Shortly after six o'clock they saw Mr. Reek walking along the Praya. Lo Tsoi poured the 'water' into the bowl, and he threw it upon Mr. Reek. Witness then went away. About 7 o'clock he went to work, and about 10 o'clock the prisoner gave him \$10 to pay to Lo Tsoi. The prisoner said, "Here, go and pay this to the man who threw the 'water.' Witness then went to a tea-salon, and there he met Leung Pui and Lo Tsoi. He handed Leung Pui the ten dollars with a request to pay it to Lo Tsoi. Witness had seen Lo Tsoi on 12th March, and at other times. On the former day witness met Lo Tsoi at his house. Witness spoke to the latter about the matter, and asked him whether he would do a certain thing which a foreigner wished him to do. He said, "A foreigner wants a man to throw 'medicine water' on a man, and is willing to pay \$10. Will you do it?" Lo Tsoi said he was willing to do it, and asked when it was to be done. He (witness) replied, "Any time you like." Then he went away. On March 15th he again saw Lo Tsoi, and he promised to do it on the following day. He did not tell Lo Tsoi who the Englishman was. On their meeting, Mr. Reek he pointed him out to Lo Tsoi, saying, "That's the man." The prisoner never gave any reason why he wanted the 'water' thrown, or said anything about the relations between them, and said they were not on good terms with

each other. The prisoner did not speak to him about it. Allen did, however, say that Mr. Reek was a bad man. Between 15th February and 4th March the prisoner asked him if he had succeeded in getting a man to strike Mr. Reek. The prisoner asked him two or three times, saying, "What about that matter? Anybody going to do it?" Witness was not No. 1 store coolie. There was a Chinaman between them.

Cross-examined—Lo Tsoi was every now and then employed in the Naval Yard as a coolie. About 100 outside coolies or so a day were employed in that way in March last. They left at 12 o'clock for dinner and resumed duty at half-past one. In February and March a great many of the coolies were told to return at 12.30, as they were busy. There was a lot of work to be done in connection with the stores, and if a coolie did not return at 12.30 he got no pay for the day. Mr. Reek would refuse to pay the coolie, and substitute two for one, so that the man who worked half a day got no pay at all. Even one minute late he lost his pay for the day. Sometimes a man would go in late and work for the day; even then he lost his pay, as they had changed tickets. Mr. Reek was in the store before Mr. Reek, and the latter was much stricter. Mr. Reek was very strict indeed. Witness was in and out of the store all day. The prisoner had a little office of his own, or a small desk in No. 7 store room. Allen was also in charge of other store-rooms, No. 12 D and No. 9. Leung Pui was a coolie frequently employed in the yard and so was Lo Tsoi, who was arrested from among a lot of coolies outside the gate. Cheung Yuen, the man who went to Watson's Dispensary, was also a coolie employed in the house in which coolies (witness) lived. Cheung Yuen was another coolie sometimes employed in the yard. The coolies complained a great deal about Reek cutting them for being only one minute late. When the bell rings at 12 o'clock, they stopped work and as they went out they were searched, and it was sometimes more than a quarter of an hour before the last man got out, and then if the poor man did not turn up in time he lost his whole pay. Some of the coolies lived at Wanhsai and some of them had no time to get their 'show chey' as they would be without sometimes. As many as six would be late in the day. Witness spoke to his solicitor, Mr. Hays, about the prisoner while he was in goal through an interpreter. Mr. Robinson, who defended him at the last sessions, visited him in the goal with Mr. Hays on April 17th at about 4.30. Witness was not told that the prisoner had been to Mr. Hays' office. He was sure about that. The names of Europeans were mentioned, but before that he did not say anything to any one upon the subject. Up to that time he had always said he was not guilty. At the interview at the goal he was told he had to make a full statement, and he did so. The Chinese interpreter took it down in Chinese, and he afterwards read and signed it. He was not asked who had instigated him to do it. Tuoy (Mr. Hays and Mr. Robinson) asked him to tell the truth, and told him if he did the Judge would be willing to pass a lighter sentence. They did not say that the prisoner was willing to pay more money for witness's defence. Allen's name was not mentioned at all on that occasion. The prisoner's name did not appear in the paper which he signed. Witness simply mentioned a foreigner, but did not mention any names. He mentioned one only. He had known the Pong Yung Hing blacksmith shop, and he (witness) had a share in it. It had ceased working; it was old, but was still going on under another name. It was sold for under \$200 to some of the old partners, and they changed the name. At the time he (witness) had \$80 deposited with the prisoner. He gave it to the prisoner for safe keeping. He had a brother, a partner in it. The shop had borrowed money from the prisoner, and he (witness) considered a very good man, and Chinese deposited money with the prisoner, and he (witness) had borrowed money from Allen. When he went to prison he sent his brother to the prisoner to ask him to help him as a friend, and he returned the \$80. If Allen had advanced money the shop would repay it. He was sure he did not mention the name of Allen to Mr. Robinson or Mr. Hays. The prisoner had nothing to do with the throwing of the water. It was fired up between the coolies in consequence of hatred against Mr. Reek. They had a share in it with Mr. Reek, and if the latter had not been struck the water would never have been thrown. Witness was permanently employed in the Yard. Allen always loaned money to Chinese. He knew Yuen Kun Tai, and knew that the prisoner went security for him when he joined the police and lent him some money to buy clothes. Allen all along was a good man. Kwok Hing had also received kindness from the prisoner, for he had paid all that man's hospital expenses while he was sick. The paper which the prisoner gave him was written in English. He did not see the prisoner write it. It was on red blotting paper. He did not see Reek before. White was always officially used. All the Chinese he had mentioned, except one man, had been employed in the Yard. The prisoner was a good man and did not like to see the coolies badly treated, and he (witness) presumed that was the reason the 'water' was thrown. Prisoner never gave him any reason. Prisoner said, "Get some 'medicine water' and just touch his clothing and sprinkle a little on his face." He did not say a foreigner was in it to get a lighter sentence. He never thought he would get off easier for it. The Chinese officer who arrested him said, "You must say something against Allen, and the judge will give you a lighter sentence." Then he asked how much less, and the Chinaman said two years. That's the reason he mentioned the foreigner, for had that not been said he would not have done so.

Mr. Francis: Then Allen had really nothing to do with it.
Witness: It was the coolies who moved in the matter first.
Mr. Francis: Then Allen had nothing to do with it. Is that not so?
Witness: Yes!

Re-examined: Allen lent money without interest. The prisoner had no share in the shop or the profits. Mr. Reek came out his (witness) wages about six months ago. Mr. Hays saw him twice in goal before his trial, and when he mentioned the word "foreigner" he meant the prisoner. He did not mention the name of Allen.

On the Court rising for tiffin, Mr. Francis asked his Lordship if he would suggest to the Counsel for the Crown the necessity of considering the position of the case during the tiffin. On resuming, the Acting Attorney General elected to go on, and

Lo Tsoi was called. He said the first time Young Kun spoke to him was on the evening of March 12th between 7 and 8 o'clock. Witness lived in Jardine's Bazaar, and it was there that Young Kun saw him. Young Kun said there was an old grudge existing between a foreigner and a storekeeper, and he asked witness if he would throw some 'water' on the storekeeper. He answered "It's very serious," and then Young Kun asked him to go and do it, and he (witness) was offered ten dollars. Witness said "I'm not going to do it," and Young Kun replied, "You need not be afraid about it, and I will engage a lawyer to help you." Witness

then asked, "What sort of medicine water?" and Young Kun said it would not do any harm; there would be no fear about it. That was on March 12th, but he (witness) did not promise to do it then; it was arranged that they should meet the following night. The next day Young Kun went to his house. Mr. Francis here rose and asked his Lordship to consider after the cross-examination of the last witness, whether that witness was the prisoner's agent. If the Court considered he was, then the evidence of the present witness was inadmissible. If not, it was inadmissible.

His Lordship: I have indicated very clearly that the evidence is very unsatisfactory, but I can't stop the case; let it go to the jury now. It is for the jury to decide.
Continuing, the witness said that on the morning of the outrage he met Young Kun, and there in Ship Street, and they went to lane, where a cent was given to him with which he bought a bowl. They walked on to the Praya, and Young Kun gave him some 'medicine water.' The bottle was about half full. Young Kun told him the storekeeper would pass by about a quarter past six. They were walking about ten feet from each other when Young Kun said, "As soon as he gets here, throw the water on him and run away." He hesitated a little and Young Kun told him he need not be afraid, for he would be safe. When Reek approached, Young Kun said, "That's the man, with a straw hat on." At his (Young Kun's) request he poured the water in the bowl, while the former walked under the veranda. Then as Mr. Reek approached he poured the water, and ran away. He was subsequently arrested by a police constable at Wanhsai.

By the Court: He knew the prisoner since he was first employed in the Yard, and knew his name was Allen.
Mr. Wild, Assistant Government Analyst, deposed to the stains upon the clothing produced being caused by nitric acid.
Francis George Reek, leading man of stores in the Naval Yard, said he had been since June, 1898. The prisoner was a stoichiometrist, and witness was his immediate superior. Witness had had about a dozen occasions to find fault with the prisoner, principally about things being out of place. Witness never reported the prisoner. Witness had formerly lived in the same house as the prisoner, but on different flats, at Sea View, Wanhsai.

His Lordship—Was the prisoner the master of the house?
Witness—I did not get it from him. He only lived in the same house.
Mr. Francis—The house is big, my Lord.
Witness—I took it through a man named O'Brien. As far as I am aware the prisoner did his work fairly well. I cannot think of anybody who would do me that evil. I was not aware of any one who bore me such a grudge as to do a thing like that. I have not been attended by the doctor for a week. I still bear the mark on my face where the nitric acid struck me. I put my hand up, and what would have gone into my eyes, went on my hand and burnt it. I have never quarrelled with any one since I have been in the colony, European or Chinese.

Cross-examined: I came here to take up my position having previously been in the Marine Service at home. The fault-finding with the prisoner was on trivial matters, and the prisoner always put the thing right afterwards. I was always on friendly terms with the prisoner, as far as my position was concerned. I had no reason to think that he bore me any ill-will. I had no suspicion of any one, and as far as I'm aware, the prisoner's work was satisfactorily done. I told the magistrate the prisoner was a good officer. About 12 months ago the prisoner was reported; he was before the Commisary and said a small day's pay. I lived in the same house as the prisoner for about a month. By the Court, I never reported him myself. John Hays (of Messrs. Johnson, Stokes and Master) said he was retained to defend Young Kun, and saw him in the goal.

Counsel for the Crown then proceeded to examine the witness as to what took place at the interview. Mr. Francis objected, and his Lordship supported the objection, holding that if any agency existed, it had passed at that time.

Continuing, the witness said he had two or three interviews at the goal, and saw the prisoner on April 17th at the firm's office. Allen was shown just a small day's pay. I lived in the same house as the prisoner for about a month. By the Court, I never reported him myself. John Hays (of Messrs. Johnson, Stokes and Master) said he was retained to defend Young Kun, and saw him in the goal.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	CALCUTTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DARPAHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th June.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th July.
LIVERPOOL DIRECT	REIFUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th June.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	E. Prehn	MESSAGERIES MARITIMES	On 25th inst., at Noon.
MARSEILLES & LONDON, &c. v. SINGAPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 31st inst., at Daylight.
MARSEILLES & LONDON	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 1st June.
MARSEILLES, &c. VIA PORTS OF CALL	LAOS	Brit. str.	—	Flaudin	MESSAGERIES MARITIMES	On 3rd June, at 1 p.m.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	—	Foerck	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 10th June.
NEW YORK VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO. LIMITED	On 31st inst.
NEW YORK	GLORIANITY	Brit. str.	—	—	MCGREGOR BROS. & GOW	On or about 20th June.
NEW YORK VIA SUEZ CANAL	INDIAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th June.
NEW YORK VIA SUEZ CANAL	ARARA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st Aug.
YANCOUVER, VIA MONT. &c.	ATERNIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On or about 1st June.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On or about 1st June.
PORTLAND (OR)	VICTORIA	Brit. str.	—	J. Pantou	DODWELL & CO. LIMITED	On 5th June.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 5th June.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRAVELLA	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst., at Noon.
SAN DIEGO, &c. VIA MOUJ, &c.	CHINA	Brit. str.	—	—	TOYO KISEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS	BEIGIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 30th inst., at 5 p.m.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
KOBE & YOKOHAMA	INDIA	Aus. str.	—	Ghezze	SANDER, WIELER & CO.	To-morrow, p.m.
NAGASAKI, KOBE & YOKOHAMA	PERIN	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On or about 23rd inst.
MOUJ, KOBE & YOKOHAMA	ALASKA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI	MIKE MARU	Jap. str.	—	M. Yagi	MESSAGERIES MARITIMES	To-day, at Noon.
SHANGHAI	NATAL	Frean. str.	—	Bonin	MESSAGERIES MARITIMES	To-day, at 9 a.m.
SHANGHAI & JAPAN	LONGMOON	Ger. str.	—	F. W. Schulz	SEASSEN & CO.	On 23rd inst., at 5 p.m.
ANPING, VIA SWATOW & AMOY	PARRAMATTA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
AMOI & SHANGHAI	JAVA	Brit. str.	—	K. Sobajima	P. & O. S. N. Co.	On or about 31st inst.
AMOI, SPORE, SAMARANG & SOURABAYA	MAIDZURU MARU	Jap. str.	—	—	MIYOSU BUSSAN KAISHA	On 25th inst.
POOCHOW VIA SWATOW & AMOY	WOOSUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SWATOW & TAMSUI	SHANTUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst.
TAMSUI & KELUNG	ANPING MARU	Jap. str.	—	S. Atsumi	MIYOSU BUSSAN KAISHA	To-morrow, at Daylight.
TAMSUI VIA SWATOW & AMOY	HAINAN	Brit. str.	—	Davis	DOUGLAS LAFRANCE & CO.	To-day, at Noon.
IOLOI & UBU	ALASKA MARU	Jap. str.	—	K. Suzuki	MIYOSU BUSSAN KAISHA	On 28th inst.
MANILA	DAIYU MARU	Jap. str.	—	T. Ogata	BUTTERFIELD & SWIRE	On 26th inst.
MANILA	KAIKONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MANILA	SUNGKANG	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	To-day.
MANILA	PERLA	Brit. str.	—	Rolo	JARDINE, MATHESON & CO.	To-morrow, at 5 p.m.
MANILA	YUENSANG	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
MANILA	KASUGA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SINGAPORE & BOMBAY	SUBANG	Brit. str.	—	Matcovich	SANDER, WIELER & CO.	On 31st inst., p.m.
BOMBAY, VIA SINGAPORE & COLOMBO	MELPOMENE	Aus. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SANDAKAN	HIOHSHIMA MARU	Jap. str.	—	Welsh	JARDINE, MATHESON & CO.	To-morrow, at Noon.

SHIPPING.

ARRIVALS.
May 19, KUTSANG, British str., 1,495, T. W. Selby, Samarang 11th May, Sugar.—JARDINE, MATHESON & CO.
May 20, VILLE D'ALGER, French monitor, 944, Bomessaur, Calais 3rd March and Singapore 11th May.
May 20, NATAL, French steamer, 1,984, Boiss, Marseille 21st April and Saigon 17th May, Mails and General.—MESSAGERIES MARITIMES.
May 20, CHEANGCHEW, British str., 1,213, Frampton, Straits 13th May, General.—CHINESE.
May 20, DEUTEROS, German str., 1,901, F. Frahm, Bangkok 13th May, Rice.—STIEMSEN & CO.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
20th MAY.
Achilles, British str., for Shanghai.
Hafnium, British str., for Swatow.
Woosung, British str., for Amoy.
Hong Wai I, British str., for Amoy.
Haitian, French str., for Hollow.
Kachidde Maru, Jap. str., for Kachinotsu.
Tatsumi, American str., for Canton.
Nurnberg, German str., for Yokohama.

DEPARTURES.
May 19, GIBLA, Austrian str., for Trieste.
May 19, HAICHING, British str., for Swatow.
May 20, INDUS, French str., for Europe.
May 20, NANCHANG, British str., for N'chwang.
May 20, HINSAWA, British str., for Hongay.
May 20, POOCHOW, British str., for Shanghai.
May 20, NEWARK, U.S. flag ship, for America.

VESSELS IN DOCK.
ABERDEEN DOCK.—Victoria, Anping Maru.
KOWLOON DOCK.—U.S.S. Benington, Compania de Filipinas, Burnside, Athenian, Kiang Tung, Meade, Saturn, Union, Glenyle, Glory, Progress, Tuichong.
COSMOPOLITAN DOCK.—Colonies, Petriana, Berghaus, Simongai.

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship
"NATAL".
Captain Bous, will be despatched for the above ports TO-DAY, the 21st inst., at 9 a.m.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUISANG".

Captain Todd, will be despatched as above TO-DAY, the 21st inst., at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 15th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR POOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU".

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 22nd May, at DAYLIGHT.
For Freight or Passage, apply to
THE MIYOSU BUSSAN KAISHA,
Agents.
Hongkong, 8th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.
THE Company's Steamship
"MAUSANG".

Captain Welsh, will be despatched as above TO-MORROW, the 22nd inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th May, 1901.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"INDIA".

Captain Ghezze, will leave for the above places TO-MORROW, the 22nd inst., at 3 p.m.
For Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 18th May, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"PERLA".

Captain R. W. Almond, will be despatched as above TO-MORROW, the 22nd inst., at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 18th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"YUENSANG".

Captain Rolo, will be despatched as above on FRIDAY, the 24th inst., at 4 p.m.
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th May, 1901.

NIPPON YUSEN KAISHA.
THE Company's Steamship
"KASUGA MARU".

3,873 tons gross, Captain H. Fraser, will be despatched for the above port on FRIDAY, the 24th inst., at 4 p.m.

This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 17th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"BENGAL".

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 25th May, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. MITCHELL,
Superintendent.
Hongkong, 13th May, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIYOSU MARU	MOUJ, KOBE and YOKOHAMA.	TUESDAY, 21st May, at Noon.
WAKASA MARU	KOBE and YOKOHAMA.	FRIDAY, 24th May, at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 24th May, at Noon.
N. Tate	HAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 24th May, at Noon.
S. Yoshizawa	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 24th May, at 4 p.m.
KASUGA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 31st May, at Daylight.
INABA MARU	—	—

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 29th April, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
KOBE	{ PEKIN F. J. Fox	About 23rd May	Freight only.
SHANGHAI	{ PARRAMATTA —	About 24th May	Freight or Passage.
LONDON, &c.	{ BENGAL S. Barcham	Noon, 25th May	See Special Advertisement.
SHANGHAI AND JAPAN	{ JAVA H. W. Gordon, R.N.R.	About 31st May	Freight or Passage.
PARAN	{ CEYLON W. Hayward, R.N.R.	About 1st June	Freight or Passage.

For Further Particulars, apply to
H. A. MITCHELL,
Superintendent.
Hongkong, 24th April 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates for ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, LONDON, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	{ HAVRE & HAMBURG Capt. Wagner	On 24th May { Freight.
SEGOVIA	{ HAVRE & HAMBURG Capt. Foerck	On 31st May { Freight.
WITTENBERG	{ HAVRE & HAMBURG Capt. Hempel	On 10th June { Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, (No. 1.)
Hongkong, 30th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th June, 1901.
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, an make connection at Vancouver with the PALATIAN IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAN STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. On or about 1st June.
Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
J. E. BROWN, General Agent,
Fidder's Street.
Hongkong, 16th May, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; AND SOUTH-AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN (Hamburg-Amerika Linie)	WEDNESDAY 29th May.
SACHSEN (Hamburg-Amerika Linie)	THURSDAY 13th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY 27th June.
BAYERN	THURSDAY 11th July.
STUTTGART	THURSDAY 25th July.
KONIG ALBERT	THURSDAY 8th August.
PRINZESS IRENE	THURSDAY 22nd August.
PRINZ HEINRICH	THURSDAY 19th September.
PREUSSEN (Hamburg-Amerika Linie)	WEDNESDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN (Hamburg-Amerika Linie)	WEDNESDAY 30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
BAYERN	WEDNESDAY 27th November.

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILE, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th May, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 28th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 16th May, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA.....	3,302	J. Pantou	May 28th
BRAEMAR.....	3,601	W. Watt	June 7th
GLENCOLE.....	3,750	W. Frakes	June 28th

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration), will be held in the Board Room, at the Hongkong Dispensary, TO-MORROW (WEDNESDAY), the 22nd inst., at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1900.

The REGISTER OF SHARES will be CLOSED on THURSDAY, the 10th inst., until SATURDAY, the 25th inst., both days inclusive, during which period no Transfer of Shares will be registered.

By Order,
A. H. MANCILL,
Secretary.

Hongkong, 8th May, 1901. [126]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of the above Company, No. 3, Queen's Road Central, Hongkong, on THURSDAY, the 23rd of May, at 10 o'clock in the Afternoon, for the purpose of considering and (if thought fit) approving of an offer for the sale of the whole of the Company's property on Marine Lot No. 29, and linked Lot No. 43B-415 on terms and conditions which can be ascertained upon enquiry from the undersigned.

MEYER & CO.

General Managers.
Hongkong, 15th May, 1901. [125]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, No. 2, Cross Street, at NOON, on WEDNESDAY, the 22nd May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 24th May, both days inclusive.

EDWARD OSBORNE,

Secretary.
Hongkong, 18th May, 1901. [127]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1900, has been declared.

Warrants will be issued on the 1st May.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [109]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:

No.	Shareholder.	In the name of
1	10 51-70	Anthony Robinson, Esq.
2	10 51-70	Do.
3	10 51-70	Do.
4	10 51-70	Do.
5	10 51-70	Do.
6	10 51-70	Do.
7	10 51-70	Do.
8	10 51-70	Do.
9	10 51-70	Do.
10	10 51-70	Do.
11	10 51-70	Do.
12	10 51-70	Do.
13	10 51-70	Do.
14	10 51-70	Do.
15	10 51-70	Do.
16	10 51-70	Do.
17	10 51-70	Do.
18	10 51-70	Do.
19	10 51-70	Do.
20	10 51-70	Do.
21	10 51-70	Do.
22	10 51-70	Do.
23	10 51-70	Do.
24	10 51-70	Do.
25	10 51-70	Do.
26	10 51-70	Do.
27	10 51-70	Do.
28	10 51-70	Do.
29	10 51-70	Do.
30	10 51-70	Do.

with Transfer Deeds Attached having been LOST. New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO.,

General Managers.
Hongkong, 7th May, 1901. [120]

BATU KAWAN SUGAR CULTIVATION COMPANY, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

DIRECTORS:
FRANCIS MAITLAND, Esq. (Messrs. Linstead & Davis).
HON. CHATHICK PAUL CHATER, C.M.G.
ROBERT G. SHEWAN, Esq. (Messrs. Shewan, Tomes & Co.).
DAVID ELLSWORTH BROWN, Esq.

CAPITAL

in 8,000 Shares of \$50 each.

Payable \$50 per Share on application on 30th May, 1901.

Of the Capital \$100,000 has been taken up in Peking, \$150,000 in Hongkong, and the Balance \$150,000 is offered to the public.

THIS Company is being formed for the purpose of acquiring as a going concern the valuable Property known as the BATU KAWAN ESTATE situated in Province Wellesley, in the Straits Settlements, and containing and extending the Cultivation of Sugar-cane and other produce.

The property has been cultivated and worked as a Sugar Estate for many years, and the present proprietors are now offering the Estate for sale for private financial reasons.

For Prospectus and full particulars, apply to Messrs. LINSTED & DAVIS, Hongkong.

General Managers.

or to Messrs. DEACON & HASTINGS, Hongkong.

Application Forms may be obtained at the Company's Bankers, the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong.

Hongkong, 17th May, 1901. [127]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,

No. 11, LEE YUEN STREET, EAST.

Hongkong, 24th July, 1900. [207]

INSURANCES

TO TOURISTS AND TRAVELLERS.

THE STANDARD LIFE ASSURANCE COMPANY grants Policies to Travellers for Three or Six Months without Medical Examination.

Before leaving for a tour or for your holidays take out one of these Policies to cover any outstanding debts you may have or an overdraft at the Bank.

The cost is trifling, and the benefit, should anything happen to you while away, will be incomparable.

For Particulars of the Scheme, apply to DODWELL & CO., LD., Agents.

Hongkong, 20th May, 1901. [1293]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,

Agents.
Hongkong, 10th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,

Agents.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,

Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899 £14,409,989.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,731,193 13 0

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.
Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,

Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL.....£410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,

Agents.
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,

Agents.
Hongkong, 20th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.
Hongkong, 21st April, 1897. [14]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,

Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,

Agents.
Hongkong, 7th February, 1901. [439]

LAUNCHES FOR SALE.

TWO are—Length, 62 feet overall; Breadth, 11 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 5 inches by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; Working Pressure, 125 lbs.

ONE is—Length, 67 feet overall; Breadth, 12 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 5 inches by 18 inches; Boiler, 6 by 7; Working Pressure, 125 lbs.

The above Three Launches were built in Hongkong, October 1899, under the Supervision of Captain F. D. Goddard, Marine Surveyor.

Plans and Specifications of the same can be seen.

Please apply to—

TUNG TAI & CO.,

Engineers and Shipbuilders, &c.,
23, Praya East, Wanchai.
Hongkong, 15th April, 1901. [1021]

AN AUSTRIAN ON THE WAR.

So much ignorance has been shown on the Continent as to the conditions, results, and lessons to be learned from the war in South Africa that the Austrian Count Sternberg's contribution to the literature of the war is peculiarly welcome. He is not in every case accurately informed, nor draws accurate deductions from his information in regard to the British Army or the battles which it lost or won; but his book is written in a spirit of impartiality which leaves a good impression on his reader; and if, as we hope and expect, his book will be widely read in Germany, France, and Austria, it will help, as an English book could, to a better understanding of the difficulties we have had to face in South Africa, and of the character of the soldier who fought our battles.

The Count's unqualified admiration for the spirit of our officers and men ought to go far to counteract the influence of the lies propagated by Dr. Loyd's and his likes as to the alleged inhumanity of our troops. Not only for that is this book valuable. It gives the deliberately conceived opinion of an Austrian cavalry officer of the changed conditions of warfare under which we have had to fight, and his conclusions in Africa, which are not necessarily Continental, but which, to be sure, the Count certainly writes as if the Boer War had upset, once for all, preconceived military theories. That of course is not the case. Count Sternberg wanted to fight, nor did he care upon which side. He found that there was no chance of getting a commission in the British Army; he therefore attempted to get one in the Boer Army. It is difficult to make out exactly what his war correspondent became. He was at first a war correspondent; later on he became a kind of advisory intelligence officer. Whatever he did, no Englishman need regard him as anything else but a foreign officer who wished to see some fighting, just as British officers have wished to see fighting, wherever fighting was to be seen, and no matter who the fighters were.

When the author discusses other questions, into which he has not personally inquired, his words carry less conviction. Witness his account of the colonial policy of the Boers as seen from the eyes of the English. He says that the Dutch movement embraced everyone in South Africa, and that his people hated the English just as much as did the Transvaalers. He said the centre of the movement was in Capetown, and that the Colony was far more hostile to the English than the Free State itself. The English yoke appeared light, but it was unbearable, for it is England's fixed policy to take all she can out of the country.

Or take his account of Magersfontein. At three o'clock in the morning General Cronje, accompanied by seven men, rode up on the heights, when he saw in the dim light some dark forms advancing towards him. He was alarmed, and he asked a man who was near him what they could be. The man thought they were birds or bushes. "No," said Cronje, "shoot; it's the English." It was General Wauchope at the head of the Highland Brigade. He and all those who were in the advanced guard were shot dead. The General fell, hit by five bullets, shouting, "Hurrah, lads, we are through!" The battle now began. The Highlanders were shot down mercilessly, especially the Black Watch, which lost all its officers on this dismal day. The battle lasted till darkness set in. The Boers had no more ammunition. The Scotchmen had fought with an unparalleled heroism. They had been led astray; had been told that there were no Boers remaining on the heights, and had been led unsuspectingly to death. The officers, everywhere in front, had led their men, absolutely without any cover, right up to the mouth of the Boer rifle. The guns advanced to a range of 1,100 yards, and held on the whole day, till the Boers carried them off. The whole battlefield having been shot down. The whole battlefield was strewn with dead and wounded up to a few paces from the trenches. Gaiters, rags of clothing, boots, helmets, and spades are still lying scattered about, and the black stains of blood are to be seen everywhere. By one o'clock, where the artillery was in special peril, lay 300 dead and wounded. The Boers put down their own losses at 120 killed. When night fell the English drew back under cover of the darkness. The wounded, having marched all night and fought throughout the day without a drop of water, remained lying on the field, half-dead, dying of thirst. What must the poor men have suffered with the whole burning in the midst of them the whole time? The next morning the English formed up, and it seemed as if they intended attacking again, but instead of doing so they retreated, covered by the fire of the artillery.

Lord Methuen had with him, as Colonel Henderson (translator of the book) points out, 10,000 infantry, of which 2,000 were held in reserve to guard the camp and communications. His idea was, of course, to carry the Boer position by night at the point of the bayonet. Yet here is the Count's criticism of the English General's tactics, and this one battle has been so badly conducted as this one of Methuen's. It is all the more unparadiseable in that he had under him the best troops in the world—the Scotch Guards (the Highland Brigade is meant—Translator). His original dispositions were a downright blunder. He had 15,000 men at his disposal. Of these he kept 7,000 men in reserve. With what object? There was no likelihood of a combined offensive movement by the Boers. I do not blame his frontal attack as such—I may have been justified in that by the information which he had received; but the way in which it was carried out shows a contempt for the elementary principles as to the conduct of a battle. A frontal attack of this sort can only be carried through in conjunction with movement against the enemy's flank, the more so as in this case the flanks were quite open. The battle of December 11 would have been a decisive victory if but 3,000 men had crossed from the left bank of Modder River and rolled up the Boer position. Apart from that, the manner of attacking was quite wrong. In an open country like this the reserves cannot be pushed on close behind the front line. The Boers simply fired at the reserves, who allowed the skirmishers to get quite close up. Lord Methuen appears to be tied down to manoeuvre methods, and to allow no consideration for the circumstances in which he functioned himself to influence him. However, the account at least shows how near Lord Methuen was to winning a great victory.

He is quite enthusiastic as to our engineers and telegraph corps. "The English technical troops worked wonderfully. We know, of course, that the English are the best builders of railways. In the Colonies the railways seem to start up out of the ground for hundreds of miles. In South Africa they repaired railways that were damaged in less time than the Boers had taken to damage them."

As to our officers, two passages will suffice to show what an Austrian officer thought of them:—"When I think of the English officers my heart grows weary. Men who are dedicated, shot

down like rabbits at a drive, and still remain so kind-hearted and so chivalrous, show themselves to have the right blood in their veins. I can only repeat that the English officers and the English soldiers have shown in this war that the profession of arms does not debase, but rather exalts man. I must at the same time add that the Boers were in no way wanting in humanity. Men of the wilderness as they are, they have always shown themselves humane. I have, with my own eyes, seen how they have taken prisoners men who had been firing on them. This war has had its good side, and I think I may say that never has a war been fought in so civilized a manner. English policies may be false, but the English soldiery is absolutely honest and brave. I do not think anyone can deny my bona fides if they but reflect how I have been abused by the English Press."

Turning to the Count's reflections on the general lessons to be learnt from the war, we get an interesting view of the value of a properly carried out night-attack, which is curious to read side by side with his criticism of what Lord Methuen evidently meant to be the great night attack of the war. "The reason there was so little night-fighting in South Africa is because the Boers would never take the offensive, and the English, being ignorant of the country, were afraid of going astray. The force which has the courage to attack by night has a great advantage. The confusion is indescribable. Soon after my arrival in the camp I was witness of such a disturbance. A jackal ran against one of the empty tins hung on the wires in front of the trenches; a Boer awoke, thought the English were attacking, and fired. A second and a third, and the whole of what first, and over 20,000 shots were expended for nothing. The men only recovered their composure at daylight. No more were sent out on outpost duty, so there were no more sentries put out."

Another point to notice is that the author, although a cavalry officer, thinks (with Colonel Henderson, who writes an interesting introduction to the book) that nowadays cavalry, in Colonel Henderson's words, "armed, trained, and equipped as the cavalry of the Continent is as obsolete as the Crusader." We must say this surprises us. Not that it is so, that either critics should come to the conclusion that cavalry, *qua* cavalry, and not used as mounted infantry, has been little use in South Africa, but that neither appears to believe that this was because it did not get cavalry chances. The point is, surely, that Continental armies still believe in their cavalry because they do not believe that the conditions of European warfare have altered, though they admit that mounted infantry were preferable to cavalry in South Africa. Count Sternberg ought to read Colonel F. N. Maude's "Notes on the Evolution of Cavalry" in the "United Service Magazine." Perhaps he has, and still remains unconvinced. At all events, he makes his cavalryman do about it, and still calls him a cavalryman, which is curious. However, we have not space to discuss the subject further. All military critics, and all interested in the war as seen through a foreigner's spectacles, ought to read for himself Count Sternberg's very interesting book.

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELEST," Hongkong. Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong 1st June, 1899.

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the Banque DE L'INDO CHINE and which said notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—

Series V 49 1 to 1,000 of \$1 (One dollar) each

Series Z 49 1 to 1,000 of \$1 (One dollar) each

The Public are hereby CAUTIONED against purchasing or dealing in any way with said Notes, as the Banque DE L'Indo Chine accept no liability for the same.

By Order of the Chief Manager in Saigon.
L. BERINQUAGE,
Acting Manager.

Hongkong, 26th February, 1901. [601]

AMERICAN SYSTEM OF DENTISTRY

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF FOATE & NEELE).
Hongkong, 16th September, 1899. [759]

MITSUBI BUSSAN KAISHA

No. 6, Ise House Street, Praya Central
Head Office—TOKYO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES—

Milko Coal Mines,
Kansai Coal Mines,
Hokoku Coal Mines,
Tagawa Coal Mines,
Ida Coal Mines,
Yunokiba Coal Mines,
Sonoda Coal Mines,
Fukuno Coal Mines,
Yoshitani Coal Mines,
Omuta Coal Mines,
No. 1, Ohtani Coal Mines,
Ichimura Coal Mines,
Kishida Coal Mines,
Yoshie Coal Mines,
Yamano Coal Mines,
Manoara Coal Mines.

The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kawaguchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Mitsui Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills,
MITSUBI BUSSAN KAISHA,
M. FUJISE, Manager.

[785]

PORTLAND CEMENT

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [760]

INTIMATIONS

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HOUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [177]

NOTICE.

\$45,000 TO LEND upon FIRST CLASS MORTGAGE SECURITY in large or small amounts.

Apply—
J. FRANCIS,
4, Des Voeux Road.
Hongkong, 13th May, 1901. [1235]

YEE SANG & CO.

COAL MERCHANTS.
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & CO.,
No. 144, DES VOEUX ROAD. [885]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Pumps, &c. on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINISTS' SMALL TOOLS, BUILDERS' HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900. [1125]

FOR SALE.

RURAL BUILDING LOT 103, BARKE ROAD.
Apply to—
RUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 31st January, 1901.

NOTICE.

TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOJI, go to

NEW ADVERTISEMENTS

NOTICE.

THE GUN ROOM OFFICERS, H.M.S. "GLORY," will NOT hold themselves RESPONSIBLE for any DEBTS contracted by their MESSEMAN AH MING.

RESPECTABLE FIRM of good standing in the Philippines WANTS AGENCY of Fire Insurance Company for Manila and/or Iloilo, Cebu, &c.

M. J. F.
Care of Daily Press Office,
Hongkong, 21st May, 1901. [1296]

TO LET.

Nº 6, ICE HOUSE LANE, and THREE GODOWNS in DUNDRELL STREET.

Apply to—
A. RUMJAHN.
Hongkong, 21st May, 1901. [1297]

NAVAL CONTRACT, 1901-1902.

SEALED TENDERS in Duplicate will be received by the DEPUTY VICTUALLING STORE OFFICER until NOON, on MONDAY, 10th June, 1901, for the SUPPLY of FEA for the use of H.M. NAVY for One Year ending 31st August, 1902.

Printed Forms and Tenders and further particulars can be obtained at the Deputy Victualling Store Officer's Office. Samples to accompany Tenders.

The right to reject the lowest or any Tender is reserved.
H. S. VAUGHAN,
DEPUTY VICTUALLING STORE OFFICER
(In Charge).
Hongkong Victualling Yard,
20th May, 1901. [1301]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, TO-MORROW (WEDNESDAY), the 22nd May 1901, at 11 A.M., at Army Ordnance Stores, Queen's Road East.

THE FOLLOWING GOVERNMENT STORES:—

At the Arsenal Yard—
OLD BRASS, GUNMETAL, COPPER, WHITE METAL, LEAD, ZINC, STEEL, CAST, WROUGHT and GALVANISED IRON, LEATHER, BLANKETS, SERGE, TENT DUCK, GROUND SHEETS, TABBED and PLAIN CANVAS, ROPE, DOORSCUTS, BUNTING, LINEN, COTTON and WOOLLEN BAGS, TABBED OAKUM, TEA and COFFEE BOILERS, WADSWORTH BED CASES, WOOD and PACKING CASES, &c., &c., &c.
In E.E. YARD, opposite NAVAL YARD—
EMPTY P.O.KING CASES, ZINC LININGS, O.I. IRON and WOOD.

Catalogues can be had at the Ordnance Office, or from the Auctioneers.

TERMS of SALE.—Cash on delivery. All faults and errors of descriptions at Paralesees' risk on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1901. [1299]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND TAMSUI.

THE Company's Steamship

"**HAIMUN.**"

Captain Davis, will be despatched for the above ports TO-DAY, the 21st instant, at Noon.

For Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 21st May, 1901. [1298]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"**MELPOMENE.**"

Captain Matsovich, will be despatched as above on FRIDAY, the 31st inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 20th May, 1901. [6]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"**ACHILLES.**"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown, on and after the 22nd instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 30th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th May, 1901. [15]

STEAMSHIP "NATAL."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex

Ville de Marseille, in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after MONDAY, the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agents.
Hongkong, 20th May, 1901. [2]

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"**LOONGMOON.**"

Captain F. W. Schulz, will be despatched for the above ports on THURSDAY, the 23rd inst., at 5 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
BIEMSEN & CO.,
Agents.
Hongkong, 21st May, 1901. [1300]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI and KELUNG.

THE Company's Steamship

"**AKASHI MARU.**"

Captain K. Satauki, will be despatched for the above ports on TUESDAY, the 28th May.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st May, 1901. [18]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW) AND AMOY.

THE Company's Steamship

"**MAIZURU MARU.**"

Captain K. Sobajima, will be despatched for the above ports on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st May, 1901. [18]

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Agents.
Hongkong, 21st May, 1901. [18]

TO LET.

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64, and **GROUND FLOOR** No. 63, QUEEN'S ROAD CENTRAL.

Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street,
Hongkong, 18th January, 1901. [234]

TO LET.

100

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LIVERPOOL, DIRECT	"PROMETHEUS"	On 9th July.
(Taking Cargo at London Rates)	"RHIEUS"	On 6th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"WOOSUNG"	On 21st May.
MANILA	"SUNGKIANG"	On 21st May.
AMOI, SINGAPORE, SAMARANG and SOERABAYA	"SHANTUNG"	On 28th May.
IOILO and CEBU	"KAIFONG"	On 27th May.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN SVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th June.
MANILA	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOI.
The Company's Steamship

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 26th inst. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

The Steamship
"EASTERN,"
A Steamer, will be despatched for the above ports on THURSDAY, the 30th inst. at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Steamer and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

The Steamship
"INDRAVELLI,"
will be despatched for Portland (Or.) about the 5th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.
For through rates of Freight, and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 19th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.
The Company's Steamship

"GLENARTNEY,"
Captain Warner, will be despatched as above on or about the 20th June, 1901.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

NATAL LINE OF STEAMERS.

The Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Billings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"OPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 8th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHAFSON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BELGIAN KING" ... About 10th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 16th May, 1901.

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
"INDRANI,"
will be despatched for the above port on or about 25th June, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
"ARARA,"
will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th May, 1901.

China, American str., 3,187, Seabury, May 16.
P. M. S. S. Co.
Compania de Filipina, Amr. str., 707, Orts, April 3, Brande & Co.
Daphne, German str., 1,290, Nissen, May 15.
Siemens & Co.
Deuteros, German str., 1,001, Frahm, May 20.
Siemens & Co.
Elia, Nessel, Ger. str., 1,161, Bruha, May 18.
East Asiatic Trading Co., Limited
Ela, German str., 1,702, Schowandt, May 7.
Jensen & Co.
Germania, Ger. str., 1,713, Bendixen, May 18.
Jensen & Co.
Glengyle, British str., 2,244, Darke, May 3.
McGregor Bros. & Gow
Goodwin, British str., 2,832, Jackson, May 18.
Dodwell & Co., Limited
Hallen, French steamer, 377, Merloes, May 17.
A. R. Marty
Hainan, British steamer, 638, Davis, May 18.
Douglas Lappack & Co.
Hanchow, British str., 990, Pearce, Mar. 21.
Butterfield & Swire
Hanoi, French steamer, 768, Pannier, May 10.
A. R. Marty
Hoiha, French str., 509, Merloes, May 18.
A. R. Marty
Hong Wan I, British str., 2,078, Fripp, May 19.
Chinese
Kachidate Maru, Jap. str., 2,736, Fujiki, May 19.
M. B. Kaisha
Katsang, British str., 1,493, Selby, May 19.
Jardine, Matheson & Co.
Loock, German str., 1,020, Jackson, May 15.
Butterfield & Swire
Mansang, British str., 1,843, Warsh, May 8.
Jardine, Matheson & Co.
Mike Maru, Jap. str., 2,080, Yagi, May 17.
Nippon Yusen Kaisha
Natal, French steamer, 1,384, Bouis, May 20.
Messageries Maritimes
Nurnberg, German str., 4,150, Mayer, May 17.
Siemens & Co.
Onsang, British str., 1,787, Young, May 12.
Jardine, Matheson & Co.
Pahr, British steamer, 1,284, Almond, May 18.
Shewan, Tomes & Co.
Petriana, British str., 900, Suspe, Mar. 25.
Arnold, Karberg & Co.
Phra C. C. Kiao, British str., 1,012, Unsworth, May 18.
Butterfield & Swire
Progress, German str., 687, Brandt, May 17.
Siemens & Co.
Ranza, British steamer, 3,434, Arnot, May 9.
Standard Oil Co.
Shantung, British steamer, 1,835, Quail, May 18.
Butterfield & Swire
Simouan, Dutch str., 1,818, Sandman, April 18.
Chinese
Sishan, British str., 852, Morehouse, May 19.
Bradley & Co.
Suisang, British str., 1,776, Tadd, May 15.
Jardine, Matheson & Co.
Sungkiang, British str., 1,021, Moore, May 17.
Butterfield & Swire
Taichow, German str., 828, Ahrens, May 13.
Meyer & Co.
Taichow, German str., 862, Behr, May 16.
Butterfield & Swire
Taishan, British str., 1,122, Stovell, May 3.
Bradley & Co.
Taishan, Amr. str., 1,216, Patterson, May 19.
Chinese
Trym, Norwegian str., 710, Dahl, May 17.
Sander, Wieler & Co.
Ulysses, British str., 2,281, Edmondson, May 17.
Butterfield & Swire
Victoria, British str., 2,112, Panten, May 13.
Dodwell & Co., Limited
Wingsang, British str., 1,517, Sellar, May 17.
Jardine, Matheson & Co.
Woonang, British str., 1,105, Dowson, May 8.
Butterfield & Swire
Yuenang, British str., 1,128, Rolfe, May 19.
Jardine, Matheson & Co.

WING CHEONG.

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS AND GRASSCLOTHS.
General Exporters of
ANISEED and CASSIA OILS,
&c., &c., Stock always on hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
Buy all kinds of Curios at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901.

ARGUS DE LA PRESSE.

POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."
Hector MALOT (Zola, p. 70 et 323)
L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.
L'Argus de la Presse est le collaborateur indispensable de tous ceux qui préparent un ouvrage, étudient une question, s'occupent de statistique etc., etc.
S'adresser aux bureaux de l'Argus, 14, rue Drouot, Paris.—Telephone.
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[1997]

